



"TO THINE OWN SELF BE TRUE, AND IT MUST FOLLOW, AS THE NIGHT THE DAY, THOU CANST NOT THEN BE FALSE TO ANY MAN."

BY ROBT. A. THOMPSON.

PICKENS COURT HOUSE, S. C. SATURDAY, FEBRUARY 12, 1859.

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## SELECTED POETRY.

## Ye can Conquer if Ye Will.

Rugged toiler—son of labor—  
Stoutly battling every day  
For existence—O, my brother,  
Thou shalt triumph in the fray.  
On life's changeful scene of action,  
Though defeat may oft appear,  
Thou shalt win the victor's laurels,  
If thou wilt but persevere.

Though thou art obscure and lowly,  
Ye may reach the wished for goal,  
Grasp the prizes, wealth and station,  
If thou hast a dauntless soul;  
If thou hast a resolution  
That misfortune cannot shake,  
One on which the angry surges  
An impression fail to make.

Art thou sincere, art thou devoted,  
By the self-styled lordly born?  
Heed you not the fool's contumely,  
Or the weak mind's harmless scorn.  
Art thou friendly—friends will gather,  
As do courtiers, kings around,  
When thou hast achieved distinction,  
When thou hast position found.

Strong in faith let naught repel thee,  
Thou shalt in the end prevail;  
In life's trials, and its battles,  
Sons but dauntless warriors fail.  
Noble natures prove ascendant,  
In earth's mighty contest rang,  
To return from dark oblivion,  
Robed in glory on their wings.

What if years of fierce endeavor  
Have been spent in vain?  
What if thou hast met defeat,  
Up and take the field again.  
Weep and rue all about thee,  
Give not up, but struggle still,  
Stubborn courage is restless,  
Ye can conquer if ye will.

## MISCELLANY.

## Speech of Mr. Perry, on the Blue Ridge Railroad.

Mr. Speaker: In the name of the friends of the Blue Ridge Railroad, I return their thanks to this House for the courtesy shown them in reconsidering the Bill on this subject. I trust, sir, that this vote of reconsideration augurs a more favorable action of the House in regard to this great project of connecting South Carolina with the rich valley of the West. A project, sir, which not only involves our prosperity as a people, but the character and reputation of our State for energy, constancy, perseverance, and good faith—a character and reputation hitherto proud and unshaken.

It was beautifully said by a distinguished historian, that of the million of human beings assembled to witness the execution of the trial of the XVI. of France, there were not one thousand persons present who approved the act and yet, in all that vast multitudinous assembly, no one was found bold enough to express his disapprobation of the tragic scene. So, sir, when I look around me in this House, I am sure there is not a member present who can lay his hand on his heart and say that he desires to see the abandonment of this great enterprise. Members have told me that, whilst voting against the Bill, they hoped it would pass. And yet, sir, how many are there who are unwilling to vote the necessary aid to carry on the work? They say they are afraid of their constituents. They are afraid to do right. Let me tell the gentlemen that they have a fearful responsibility to meet, in returning to their constituents, if the three millions already spent on the road is thrown away by their votes.

It was suggested to me, the other day, by a friend, that the action of the House was so different from the conduct of our gallant volunteers, who rushed to the battlefields of Mexico, to sustain the glory and honor of the Palmetto State. They were willing to shed their blood and sacrifice their lives in defence of the character and reputation of their State; but we are unwilling to put our hands in our pockets and pay our money for such a purpose.

It cannot be disguised, Mr. Speaker, that the question now to be decided is one of vast importance to the prosperity and character of our State. More than twenty years ago, this connection between Charleston and the West was suggested by a citizen of Cincinnati. It was adopted by the whole State. Such men as Calhoun, Hayne, Poinsett, Blanning and others, saw its importance, and gave it their most hearty and cordial support. Conventions were held, charters obtained, and millions subscribed; but one of those terrible financial revolutions swept over the country, and the enterprise failed. After the lapse of many years, the scheme was revived, by a distinguished citizen of Charleston, and a company organized to commence the work. A subscription of one million of dollars was made by the city of Charleston; another million was subscribed by the State, and several hundred thousand dollars were contributed by the people of this State, Georgia, North Carolina and Tennessee. The State of Tennessee has subscribed, in various ways, seven or eight hundred thousand dollars. A large portion of this money, amounting to almost three millions, has been expended on the road. Mountains have been tunneled, bridges erected, the road partially graded, expensive machinery purchased, from contract for, and the road completed twenty or thirty miles in Tennessee and South Carolina.

And now, sir, it is proposed, by a narrow-minded and miserly policy as perverse as it is disastrous to the State, to abandon the whole work, throw away three millions of the people's money, sacrifice our contracts and plighted faith with the men of science and labor employed on the road, leave the unfinished bridges, sawmills, embarkments, in tumble down, and the tunnels of the mountains to remain eternal monuments of the State's folly and impotency. Shall this be the policy of the representatives of the people, sir? No, sir, it is a disgraceful record, and a stain on the State's honor, to be left by our State and people, for the future to be a laughing-stock to the States for impotency and folly.

I am assured, Mr. Speaker, that the friends of the Blue Ridge Railroad company, who within five days from the rejection of this bill, they

will be forced to dismiss every one employed on the road, and its funeral dirge will be sung by thousands of sadwail mechanics as they pass down the Greenville and Columbia Road to their distant homes. Every thing must be abandoned to ruin and desolation connected with the great enterprise.

There can be but three objections to the completion of the Blue Ridge Railroad. They are involved in the following questions. Is it practicable? Is it the means of constructing it? And will it be advantageous when completed? I am prepared to demonstrate, as fully as anything can be demonstrated by argument, the affirmative of all three of these propositions.

The practicability of the work is demonstrated, not only by the surveys of the most scientific engineers in the United States, but by the actual completion of the most difficult portions of the road itself. The main Tunnel, more than one mile in length, is two thirds finished through solid granite. Four or five other tunnels are in a course of successful completion. The bridge of the greatest elevation is almost completed. A large portion of the heaviest grading is finished; but no one now denies, or will think of disputing the practicability of the entire work.

Have we the means of carrying on and completing the work? Its estimated cost is seven millions and a half. Is this estimate correct? I answer it is. The estimate is made by one of the most scientific engineers in the United States, and a man of the highest character for truth, probity and honor. His calculations of similar works for the last twenty years, have all proved correct. His estimate of this work, so far as done, have shown him to be correct. In the expenditure of two millions one hundred and twenty-six thousand dollars, the actual cost of the work has fallen below the estimates two hundred thousand dollars. It was the purpose of Col. Gwynn, the chief engineer, that his estimates should cover all possible contingencies.

Now, sir, according to these estimates, we shall need three millions of dollars to complete the work. Can we raise that sum without oppressing our constituents with taxation, or embarrassing the finances of the State? Bonds will be issued redeemable in twenty and thirty years. This sum, distributed equally amongst the whole white population of the State, will be about twelve dollars per head, and about fifty cents a year for each one to pay. Can our constituents stand this heavy taxation? Let each member answer for his own people, and if unable, we will excuse them.

Can our taxes be increased without oppressing the people? Our land tax is a mere bagatelle, as we all know. I will give an instance illustrating what I say. A gentleman in the Eastern part of the State said to a friend of mine, the other day, that he had been offered, or could sell his lands, for sixty thousand dollars, and his taxes on them were six dollars! Suppose we double the land tax, would any one feel it as oppressive?—Could this gentleman afford to pay twelve dollars on a property worth sixty thousand? I think so, when the six dollars thus paid were appropriated to public improvements, increasing the value of his landed estate.

But, Mr. Speaker, I hold in my hand an amendment to the Bill on your table, which provides the way and means of building the Blue Ridge Railroad, without taxing the people one cent. I hope this amendment will make the Bill acceptable to all. It has been connected with the consent and approval of the President of the Bank of the State, and provides that the Bank shall pay, out of its profits, the bonds issued and guaranteed by the State, for the construction of the road. It first provides for the payment of the principal and interest of the million of bonds already issued for State stock subscription to the Blue Ridge Railroad by the Bank of the State. It then provides for the payment, by the Bank, as the bonds to be guaranteed by the State, in case of default on the part of the Blue Ridge Railroad Company in meeting the payment of those bonds. In the meantime, the interest on those bonds, if not paid by the Company, shall be paid by the stockholders, the dividends thereon owned by the State in the various Railroad Companies in South Carolina.

I am assured, by the President of the Bank, that he will be able to meet all these demands as they fall due, if properly arranged. He can pay out of the profits of the Bank for thirty years, or any definite time, two hundred thousand dollars per annum. In the confirmation of this ability to meet these payments, a statement has been put into my hands showing that the Bank has paid, during the last eighteen years, nearly three millions of the State debt.

But, I hope, Mr. Speaker, that if the bonds guaranteed by the State are not redeemable in twenty years, the railroad will, by that time, be in such successful operation as to enable the company to pay those bonds itself out of the income of the road. This is not an unreasonable supposition. The Georgia Railroad, which makes this same connection between Savannah and the West, cost five millions, and is now paying into the State Treasury every month twenty-five thousand dollars. This income would enable the company to pay three hundred thousand dollars every year, or the whole three millions in thirty years.

This brings me to the consideration of the third proposition, as to the advantages of the Blue Ridge Railroad. In considering this proposition, I will not confine myself to the single fact, whether or not the road will pay handsome dividends on its stock. This would be a most narrow and contracted view of the subject, as the object of the road is the prosperity of the State, and not simply to make large profits on the investment of capital.

Let us consider what railroads have already done for the State. There are about one thousand miles of railroads in South Carolina. That they have increased the value of lands two dollars per acre, for ten miles on either side of them, will be admitted by every one as a very low estimate. They will give twelve millions eight hundred thousand dollars as the increased value of our lands in consequence of our railroads in South Carolina. But black small men when compared to the other advantages of railroads in South Carolina, on the commercial prosperity of the State, and the social improvement of the people, are as the sand to the ocean.

A Hibernian being recently on trial for some offence, pleaded "Not guilty," and the jury being in the box, the State Solicitor proceeded to call Mr. Furkison as a witness. With the utmost innocence, Patrick turned his face to the Court, and said: "Do I understand, your Honor, that Mr. Furkison is to be witness for me again?" The judge said dryly, "It seems so." "Well, then, yer Honor, I pledge my soul, sure as yer Honor please, not because I am guilty, for I'm as innocent as yer Honor's sucking babe, but just on account of saving Mister Furkison's soul."

Some years ago a gentleman at Greenville, Vardry McBee, Esq., distinguished for his public spirit and enterprise, subscribed and paid towards the Greenville and Columbia Railroad sixty thousand dollars. This subscription was regarded by many as an unwise and an unprofitable one; but Mr. McBee knew well what he was doing. He owned several thousand acres of land around the village of Greenville. Since the completion of the road, his lands have increased in value four or five fold. He is now selling lots one mile from the Court House at two, three and four hundred dollars per acre. Before the Greenville Railroad was surveyed, I purchased some of these lands, two miles from the village, at four dollars and fifty cents per acre. The railroad now runs through them, and I had occasion, the other day, to purchase other lands adjoining, and had to pay for them thirty dollars per acre, instead of four dollars and fifty cents.

The Blue Ridge Railroad passes fifty-four miles in the State of South Carolina. This will give one million three hundred and eighty-two thousand dollars as the increased value of our lands, according to the estimate already made. Here is almost one-half the subscription, now necessary to complete the road, returned to the people of the State.

But, Mr. Speaker, the advantages of this great enterprise to South Carolina are incalculable. They have been so to every State which has had the wisdom and energy to form similar connections with the great valley of the West. Look around you, sir, and see what these connections have done for Boston, New York, Baltimore, Philadelphia and Richmond. See what they have done for Georgia and Alabama. The same advantages must be enjoyed by Charleston. She is the nearest seaport town to the valley of the Mississippi. Her harbor is one of the best in all the Southern States.

In order to form this railroad connection with the West, Georgia has paid five millions of dollars, Virginia has paid ten millions, and I am not able to state the millions and tens of millions paid by the States of New York, Pennsylvania, Maryland and Massachusetts. For the construction of railroads, all the States of this Union have contributed millions out of the State Treasury except South Carolina. She had literally contributed nothing, except the surplus revenue which was given her by the General Government, till her subscription of one million to the Blue Ridge Railroad. If North Carolina can give seven or eight millions, Georgia six or seven, Alabama and Tennessee eight or ten millions each, and Virginia fifteen millions, I think South Carolina, the glorious little Palmetto State, might afford to give three millions.

South Carolina is a small State in territory and population, and unless she is energetic and competes for this Western commerce, her prosperity, and power and influence in the Confederacy are gone forever. The Georgia Railroad, on one side, and the Virginia and Tennessee Railroad on the other, will strip her of her commercial importance.

The Blue Ridge Railroad will benefit every section of the State; and, therefore, every district in it should feel a deep interest in its success. It will bring for distribution, over all the other railroads, the flour, corn, wheat, bacon, lard, hogs, beefs, horses, and other products of the West. This produce is now wanted, and purchased by every district in the State; but, sir, like good citizens, we must unite in a great enterprise like this, whether it benefits one section or not more than the rest, or equally with the rest. When the people of Spartanburg made application for their railroad, Greenville did not say, we have no interest in your road, and will vote against it. So it was when all the other local roads in the State made application for aid. We must unite to help one another, and all unite in a great enterprise, which is to redound to the prosperity and glory of the State.

The only just and equitable way of building railroads is by the State. Then each individual is taxed to build them in proportion to his means, and, if left to voluntary contributions, the burden always falls on the liberal and generous, and patriotic, to the exclusion of the mean and selfish.

So far as Greenville is concerned, the disbursement of the money in building the road will benefit her people more than they can possibly be injured by taxation for the same purpose.

It has been said, by members of this House, that if they voted for this Bill they would be turned out by their constituents at the next elections. I do not believe it, if they will take the pains to explain their votes. But if they should be defeated, is there any reason for voting against their own convictions of public policy? Will any one pretend to say that it is more important to the State that he should continue a member of the Legislature than that the Blue Ridge Railroad should be completed and pour into the State the rich commerce of the West? I say, for one, sir, that my seat in this body does not weigh a feather in the balance when compared to the importance of this great enterprise. If my constituents should see proper to take it from me for my vote on this occasion, I shall consider the sacrifice as the proudest act of my life. Most willingly will I consent that my voice shall never be heard again within these walls, if by that humble sacrifice, this great project can be accomplished, and the prosperity and glory of my native State increased and elevated to a higher sphere than this Confederacy.

A Hibernian being recently on trial for some offence, pleaded "Not guilty," and the jury being in the box, the State Solicitor proceeded to call Mr. Furkison as a witness. With the utmost innocence, Patrick turned his face to the Court, and said: "Do I understand, your Honor, that Mr. Furkison is to be witness for me again?" The judge said dryly, "It seems so." "Well, then, yer Honor, I pledge my soul, sure as yer Honor please, not because I am guilty, for I'm as innocent as yer Honor's sucking babe, but just on account of saving Mister Furkison's soul."

A State has been invented which looks on the inside, and leaves to the world or other, appearing. A clock work within opens at its end, regulated by being set before the door and shut.

## The Louisiana Senatorial Election.

The Senatorial election just effected by the Louisiana Legislature was one of the most exciting that has ever taken place. The election was for a successor to Mr. Benjamin, whose term expires on the 4th of March, 1859. That gentleman was a candidate for re-election, but he had a strong and determined opposition, headed by Pierre Soule, which nearly divided the votes of the Democratic party. There was a third party in the field to contest the honors. The aid of caucus was finally called in to settle the differences and select a candidate binding the party, but after two days of earnest effort, found its labors ineffectual. Each faction steadily and doggedly adhered to its candidate, and as no one quite commanded a majority, of course no choice could be effected. But the constitution of the State required the Legislature to proceed to the election on the 24th instant, and the important duty could not be deferred to enable the caucus to agree. Over fifty ballots had been taken, and still no election. At length the struggle came to an end, and Mr. Benjamin was finally elected by a majority of only two votes. His chief opponent in caucus at one time came within one vote of getting the nomination, so that Mr. Benjamin succeeded only after a desperate and doubtful battle.

The correspondent of the Picayune, writing from Baton Rouge on the 24th, thus describes the finale of the struggle:

"The last ballot taken this afternoon created very great excitement, which is even now raging. There were seventy members in caucus, and Mr. Sandidge received thirty-five votes. One vote more would have effected his nomination. Upon the announcement of the result cries were made by the friends of Mr. Gray, 'Let us go,' 'adjourn,' &c. The caucus then took a recess until 6 o'clock this evening. In the meantime the utmost excitement existed, and the friends of Mr. Gray everywhere complained that the conferences which had been held between the Benjamin and Sandidge supporters evinced a disposition to ignore Mr. Gray's claims, and by excluding his (G's) friends from these conferences, to defeat him at any hazard, and they therefore proclaimed their determination not to go back into caucus. The long and weary fight, which had grown monotonous and tedious, thus assumed a new aspect, and suddenly wore a lively and dashing appearance. At 6 o'clock the caucus re-assembled, and it was found that but two of Mr. Gray's friends were present. A very exciting scene then occurred in the House.

"The hour of adjournment having passed Mr. Pierce, of East Baton Rouge, took the chair and called the House to order. The clerk refused to call the roll unless by the order of the Speaker, and in the midst of a debate as to the proper course to be pursued, it was announced that the caucus had nominated Mr. Benjamin, and Speaker Pugh entering the hall, took his seat, and the business was entered upon regularly. During the little episode above alluded to, the hall and lobby were densely crowded, and everybody present seemed excited beyond fever heat. Anxious outsiders ran to and fro as though they thought some great outbreak of the people was at hand, and visions of the overthrow of the republic seemed to flit before the eyes of timid gentlemen.

"At 8 o'clock, the Senate entered the hall of the House of Representatives. Mr. Phillips nominated Mr. Benjamin; Mr. Deffrees nominated Mr. Gray; and the vote stood as follows: Benjamin, 57; Gray, 50; Randall Hunt, 5. Thus ended the most exciting contest for Senator ever held in Louisiana."

MARRIAGE BY PROXY.—Rev. Dr. Gregory pronounced at DeVaux College, Suspension Bridge, New York, the marriage ceremony between parties who were not, at the time, within 6,000 miles of each other. It was done by proxy, the lady's father acting as proxy for the bridegroom. The affair took place on the opening of the new year, under the following circumstances: The bride, for seven years, a resident of California, after the death of a former husband, became engaged to a gentleman residing in that State, and having a large landed property in Mexico. By some arrangement between the two parties, the lady returned to her paternal home, at St. Catharines, Canada West, where her intended was to meet her, about this time, and claim her as his bride. The recent troubles in Mexico, however, being in the vicinity of his plantations, demanded his immediate presence in that country, and forbade his coming north to fulfil his engagement. He therefore frankly wrote her of the circumstances which detained him, and enclosed a regularly executed power of attorney, which authorized the lady's father to stand instead of the bridegroom, and, for him, to enter into matrimonial vows. The papers being executed in the United States, it was thought necessary to have the ceremony performed on this side of the Niagara, and father and daughter came over to the De Vaux College, and the lady became the legal wife of her California lord. She will sail for her Pacific home about the 5th of February, and there join her proxy husband, or seek him in the wilds of Mexico.

"Did I hurt you?" asked a lady the other day, when she trod on a man's foot.

"No, madam, I thank you, seeing it is you. It was anybody else I'd have murdered."

## From the N. Y. Evening Post.

## A Hand Writing on the Wall.

It may be profitable for the country, as well as for candidates for the Presidency, to direct their attention for a moment to a few statistical calculations. Our government, they are aware, is a representative government, in which the numerical majority is not, as it might be in some of the other nations, stationary as to place. It is constantly shifting its centre of preponderance, as the population of the country grows or concentrates more rapidly in one place than in another; and, consequently, the representation in Congress is just as constantly changing its aspects.

In the first Congress of 1787, for instance the Southern States had 30 out of 65 members, or within five as many members as all the New England and all the Middle States together; and in the Congress of 1803 they were but eleven short of an equality with all the other States—the division being 70 for the North and 95 for the South. At the first of these epochs, there was no Western State to be represented; at the second, there were only two members; but twenty years later, in 1823; there were eight Western States in the Union, with a representation of 44 members. The division then stood—for the North 134, and for the South 90; showing an increase for the North of 41 votes. Again, after the taking of the last census, or in 1853, the representative division was as follows: New England 29; Middle States 63; Southern States 61; and Western States 81—or, as between the free and slaveholding States, 144 to 90. The majority of the free States has grown to 54 members. But allowing that the same relative increase has been maintained in the different parts of the country since 1853, and that the same apportionment ratio will be adhered to after the census of next year, 1860, the difference in the representation of the free and the slave States will be still greater. There will be then about 165 members from the North to about 70 from the South; or, in other words, the free States will possess more than double the number of the representatives from the slave States.

Not a very agreeable exhibit this, we should think, for a Lecompton or Southern Democrat to contemplate! Ten years ago there was but one free soil member of the Senate; five years ago there were five; and now there are twenty-eight; while there are only seven Northern Senators "Democratic," of whom two at least are a slender consolation to the South. Considering these facts we are not surprised that the Democrats have for some time past refused to follow Mark Tapley's advice to be "jolly"; or, that they manifest such an eagerness to bring Cuba, Central America, Mexico and anything else into the Union, which may possibly extend the area and thereby enlarge the representation of slavery.

THE PENALTIES OF THE SLAVE TRADE.—The New York Times approves the suggestion of Mr. Clay, of Kentucky, that the penalties attached to the violation of the slave trade, should be made milder. It says that, unluckily, public sentiment does not approve the penalty attached to piracy. That it could not be carried into effect in any Southern State, and that it has proved equally impossible in New York or Boston. It adds:

"It is perfectly easy to prove that the crime is atrocious, that it is attended with all the incidents of piracy; that religion and morality both place it in precisely the category as piracy; and to crowd negroes into the hold of a slave ship in such numbers, and with such accommodations as such receptacles ordinarily afford, renders their captors guilty of the murder of those who die."

"It does not need a very lengthened train of reasoning or a great display of logic to prove all this; but it is impossible in a free country, and with such a form of Government as ours, to draw acts of Congress up as syllogisms. The only Government which can ever legislate logically is a despotic Government. Where juries form the only legal machinery for the punishment of crime, the possibility of carrying a law into execution calls for the consideration of its fairness just as much as its abstract propriety."

OPPOSITION TO YOUNG MEN.—Everybody knows how common it is for old and middle-aged men, to try to keep young men from rising in the world by sneers at the youthfulness of the aspirants—as even in the case of Walpole, whose taunts against Pitt so signally failed to depress the latter, and served to "damn their author to everlasting fame." No young man of talents, but has had such enemies to encounter—men who seem to take a fiendish delight, and cherish a certain malicious pleasure in seeking to depress everything like genuine enthusiasm and the buoyant ambition of the bright boy or brilliant young man.

This arises half from their malice, and as much from sheer ignorance of the nature and temperament of genius. When the climber upwards has gained a place among his peers, then it is that these miserable flatterers cringe and fawn as basely as they formerly maligned and ridiculed him, and would fain crowd out of sight his old friends and staunch adherents. In his green age and budding season, the youth of genius craves and requires sympathy. It is with him especially, (and in a measure with all men) an intellectual want as the coarsest, necessary element of existence.

There is the secret of salvation.

## An Act.

To alter and amend the 37th Section of an Act, entitled "an Act for the better ordering and governing Negroes and other Slaves in this Province, passed the tenth day of May, in the year of our Lord one thousand seven hundred and forty."

1. Be it enacted by the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That if any person being the owner of any slave, or having the care, management or control of any slave shall inflict on such slave any cruel or unusual punishment, such person on conviction thereof, under indictment, shall be fined and imprisoned at the discretion of the Court: Provided, however, That nothing herein contained shall be so construed as to prevent the owner or person having charge of any slave, from inflicting on such slave such punishment as may be necessary for the good government of the same.

An Act to repeal an Act, entitled "an Act to define the terms upon which the State will aid in the construction of Turnpike Roads," ratified on the nineteenth day of December, in the year of our Lord one thousand eight hundred and thirty-eight. 1. Be it enacted by the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That an Act, entitled "an Act to define the terms upon which the State will aid in the construction of Turnpike roads," ratified on the nineteenth day of December, in the year of our Lord one thousand eight hundred and thirty-eight be, and the same is hereby repealed.

An Act to punish Assaults committed with Concealed Weapons.

1. Be it enacted by the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That if any person shall hereafter make an assault upon another person with any deadly weapon, carried concealed about the person, every such person upon conviction, under indictment, shall be fined not less than two hundred, and not more than two thousand dollars, and shall be imprisoned for a period not exceeding six months, at the discretion of the Court, and shall moreover be required by the Court to keep the peace for the peace and for good behavior for one year after the termination of such imprisonment.

## The Defeat of the Protectionists—Senator Hunter.

The decision of the Senatorial caucus, on Saturday, settles the tariff question in the interest of the free trade party.

We hear, without surprise, that the protectionists of Pennsylvania are in a state of extreme indignation. A leader among them exclaimed, in the House of Representatives, that he would never vote for a Southern man as President—and this person professes to be a Democrat. From the same interest, we hear many threats of retaliation, by rejecting all the appropriation bills, and opposing every expedient for raising a revenue except upon their own plan of specifics and protection. Their policy is to compel the call to an extra session—the probability being that they may succeed with a Black Republican Congress.

On the other side, the friends of free trade and economical administration are exultant over the action of the Senate caucus. They accept it as a guaranty of the triumph of their policy. The Government will have no choice but to reduce its expenditures to a level with its income, if Congress refuse to augment the revenue. An inconsiderable loan will suffice for the public necessities, until, by the gradual increase of imports and a gradual reform of abuses, the ordinary revenue of Government will be adequate to its wants.

Great and deserved praise is awarded to the Chairman of the Committee on Finance in the Senate, for the inflexible firmness with which he has withstood the pressing importunities of the protectionists and the plunderers, and the conspicuous ability with which he has managed to rescue the Government from the imminent peril of burdensome imposts and a redundant income. In this connection we may give an authoritative contradiction to the telegraphic report, that Mr. Hunter declared himself, in caucus, indifferent between specific and ad valorem duties. In fact, he expressed no opinion whatever on the subject of specific imposts. The story was incredible, since Mr. Hunter is distinguished for the tenacity of his adherence to the Democratic doctrine of taxation in respect of particular arrangements as well as general principles.—Washington States.

BEARDS.—I should be unjust to the age were I to omit the mention of a special point of "physical culture," which has been long neglected. You find as you come into man's estate that beard has a tendency to grow upon your face. It is the mark by which God meant that men and women should be distinguished from each other in the crowd. That hair was placed there in infinite wisdom, but your fathers have been cutting it off from their chins in small crops from thirty to fifty years, thus impugning nature's policy, wasting precious time, drawing a great deal of good blood, creating a great deal of bad, and trying to erase from their faces the difference that was intended to be maintained between them and those of woman. If you are a man and have a beard, wear it. You know it was made to wear. It is enough to make a man with a decent complement of information and a common degree of sensibility (and a handsome beard) deny his kind, to see these smooth faced men around the streets, and actually showing themselves in female society! Let us have one generation of beards.

There is the secret of salvation.